to 95; Erie consol. 2ds, %, to 105%; Fort Worth and Denver City 1sts. %, to 96; Hocking Valley 5s. %, to 76%; Kichmond and Danville 5s. %, to 94%; Reading general 4s. %, to 93; 1st preference incomes. %, to 81%; 2d preference incomes. %, to 81%; 2d preference incomes. 2. to 53; 8t. Louis, Arkansas and Texas 1sts. 4, to 82, and 2ds. %, to 26%; Toledo and Wabash, St. Louis div. 1sts. % Weent., to 101. The noteworthy advances were in Albany and Susquehanna consol. 6s. % Weent., to 124%; Atlantic and Danville 1sts. %, to 95%; Chesapeake and Ohio consol. 5s. %, to 97; Chicaco Gas. Light and Coke Co. 1sts. %, to 95; Denver and Rio Grande Western 1st as. T. R. %, to 89; Lowa Central 1sts. 1%, to 99; Kentucky Central 1sts. %, to 81%; Northern Facilic and Montana 1sts, %, to 81%; Northern Facilic and Montana 1sts, %, to 81%; Northern Facilic and Montana 1sts, %, to 81%; Pittsburgh and Western 1sts. % Weent., to 87.

In bank, stocks 10 shares Merchants' Ex-

Profit \$580,110 Dividend 800,283

Deficiency \$325,172

Surplus \$10,533

Treasury balances compare as follows:

New York Markets.

. \$5,781,619 2,920,520

\$195,004 801,280

\$409,074

\$5,000,423

\$202,197

Heal Estate Transfers.

Morris av. s. e. cor 15th st. 230 w 154th st. 250;
Mary A Walker to Bertha Volkening.

7dd st. s. 212 w 20 av. 7.7dx102 2; Bernhard
Newmark to Emanuel S. 2010. S. James A Cumling, ref. to Lewis Coon.

5th 8t, s. 190 e 4th st. 20210. S. James A Cumling, ref. to Lewis Coon.

5th 8t, s. 190 e 4th st. 20210. S. James 16 same.

2d av. s. w cor 75d st. 102 xx112.6; Emanuel S.

8utro to Hernhard Newmark.

8005 av. w. of os 135th st. 50230; exors James

3th 8t. 148 Esst. Rosins Grossinger to 15d

4th 8t. ns. 275 w 8th av. 20210.8; Jessis Rey
noids to J. T. Richards.

Lexington av. n. w cor 4sth st. 20236; Francis

Blessing to exor Philip Fitzpatrick

8th st. 15 Esst. Emil Waldenberger and wife

10th av. ne cor 14th st. 100.11x100; George S.

Lexington av. n. w cor 4sth st. 20236; Francis

8th st. 15 Esst. Emil Waldenberger and wife

10th av. ne cor 14th st. 100.11x100; George S.

Lexington av. n. w corers. Leopold Friedman to

8th st. 15 Esst. Emil Waldenberger with the st. 2020 in d. 2

114th st. ns. 10to Fillay, 2022.

to Cecilia Cassel.

128th st. s a 254 w 5th av. 21x98; same to same.

128th st. s a 254 w 5th av. 40x95; ii. Jacob ii.

Kirkpatrick and write to John Webber

8th sv. n w cor 147th st. 50x35; John W Haaren

and wife to Andrew I Judge.

127th st. n s. 55 w 5th av. 15x95; ii. Thes R

sin av. n.w.cor 147th st. 50x35; John W. Haaren and wife to Andrew T. Judge 127th st. n.s. 125 w. 5th av. 15x64:11; Thos R. Ebert to I. E. Hanke. 50x25; Andrew T. Judge and wife to John W. Haaren. Oliver st. 03; Samuel Well to B.A. Klein. Charlton st. 122; Thos Kenneally to F.G. Sellew. 48th st. n.s. 2.0 w. 5th av. 20x100.5; Fredk W. Meyer to Joseph H. Choate. Oliver st. 03; B.A. Klein and wife to J. Well and and

Farrell, Wm H, to H Elitson, s s 140th st, w Alex

and told at, it mos. Fitzgerald, Anna, to M Waldersberger, 517 East

Flingeraid. Anna to M Waldersborger, 517 East 2013 is 5 yrs.
Hawkes Henry, and wife, to Bradley & Currier Co., se cor 5th av and 115th as 5 mos.
Hay Amelia C. to J F Goble, w a Washington av. a 106th is 1, Jyrs.
Howan, Thomas, and wife, to F E Clark, 1,903 25 av, 5 yrs.
Hennessey, J, and wife, to F E Leverick, Roose-vell 8t es, lot 41, 3 yrs.
Hammerstein, Oscar, to Washington Life Ins. to it is 1,20th st. with av, 3 yrs.
Newman, Ellett, to Excress as Brown, w a Brook av, a 132th st. yrs.

Landy, Kate I, and Louis A, to I now he exects. I yr
Langer, Henry and wife to Frederick D Tappen and ano, trustees, 445 West (with at, 3 yrs.
Lowenfeld, Charles, to John Hodmann, 171 Norfolk st, 3 yrs.
Newmark, Hernhard and wife, to German Savings Bank, New York, a w cor 2d av and 73d at 1 yr.

ings Blank, New York, a w cor zu avanual ings Blank, New York, a w cor zu avanual 17.

O'O'N Mary, to Emigrant Industrial Savings Bonk, a s. 1 year.
Phillip, Agues U and Stephen, to Emigrant Industrial Savings Bank, n s 13cht at, ecc. 7dth

Middlebrook in a Waverly place, e 6th av, 6 most, frank B, and wife to Metropolitan Life fins Co. so 103d st. e 6th av, instals 5 morts. It Smith, Maggie C, to Augustus C Beckstein, es West End av, n 800 st. lyr.
Sander, Schastian, and wife, to Jacob Ruppert, in a 105th st. wid av, lyr.
Stewart, John, and wife, to Oscar K Weinman, in 15th st. width av 6 months.
Schwalb, Robert, to Jane Potterand and, exra. s Prescott av, cot folion road, lyr.
Stursberg, Win, to exist of James Brown, se 15th st. cof Lincoln av, 5 yrs.
Scanion, Michael to Peter Doelger, 20 Watts at, 3 yrs.

Tedd. Theodore W. to Adeille Lewin. 32 has wist at S. yrs.
Lowther, Charles, et al. to J Cassidy. 431 Sd av.
5 yrs.
Holloway. E.J. to Samuel Safransky, 3 Pike st.
10 yrs.
Muldons. Kate, to John E Pund. s w cor 1st av.
and Sidd st, 5 yrs.
1,000 te 1,200

SUPREME COURT—CHAMBERS.—Motions. H. D. Phyle 2 F. M. No probable calledgr. Stranga Court—Clerk's calendar. Stranga Court—Clerk's calendar called at 10:30 o'clock

Mertings.

Diridends and Interest.

FERDINAND MCKEIGE, Secretary.

Av. 7 yr. 1,000

Pay, Joseph D. to John G Fay, w.s Hudson st, n
Franklin st, 1 yr

Parley, Patrick, to A. W. Framer, n.e. cor 6th av
and 15th st, n mos. 18,500

250,000

105,000 4.500 2,000

1,500 27,675

Real Estate Transfers

for him. We warn you just now, in broad daylight, be-fore the wolves of disease sink their poisoned fangs deeply into your fesh and the night of death settles down upon you to stop your ears to prejudice and bigoury, and to fly to safety through the means we have pointed out.

MILWAUKEE AND ST. PAUL RAILROAD COMPANIES.

MESSES FRANCIS R. COOLEY AND DANIEL R.
Howe of Hariford, Conn., who represented minority shareholders at the last annual meeting of the lilinois Central Company, have consented to attend the annual meeting of the C. B & Q. Company on May 15, the St. Paul on June 4, and the Rock Island on June 5.
Many proxies have already been sent to them. Stockholders desiring to be thus represented can send proxies to the National Exchange Bank, Hartford, to the gentleto the National Exchange Bank, Hartford, to the gentlemen themselves (P. O. address, Hartford, Conn.), or can obtain blank proxies from them. They go to these meetings unpledged as to their action, but independent

City of Minneapolis 4s

DUE 1918 & 1919.

BLAKE BROS. & CO.

H. K. ENOR.

17 Wall St.

TREASURER'S OFFICE, 82 Broadway, New York, April 24, 1898. The Transfer Books of this Company will be closed

ALBANY BOATS.

Steamers DREW and DEAN RICHMOND leave oid
Pier 51, N. R., foot Carai St. at 6 P. M. daily (Sundays
excepted). Electric lights in all rooms.

A POINTER.

As every reader of this paper knows, it has become one of the fine aris to write attractive and interesting advertisements—especially medical ones. Now it seems to us that if, for instance, the world-wide advertisers of Warner's Fafe Remedies would adopt a style whereby they could work in a startling story of say, wolves, we believe the immense sales of their medicines could be still more largely increased. We give them the benefit of the ides, at any event. Let

We give them the benefit of the idea, at any event. Let it commence like this:
Patter! Patter! Patter:
There it is again. It is not fifty yards from where he last haited. The steps are too light for those of an Indian. A grizzily would rush upon its victim with a roar of defiance and anger. A panther would hurl bimes! through thirty feet of space, with a sersam to unnerve the hardless hunter. "Wolves!" whispers the bunter, as a howlendenly bursts upon his ear.
Wolves! the gaunt grizzily wolves of the foot-hills—thin and poor and hungry and savage—the legs tireless—the mouth full of teeth which can crack the shoulderbone of a buffalo. He can see their dark forms filting from point to point—the patter of their feet upon the

bone of a buffalo. He can see their dark forms flitting from point to point—the patter of their feet upon the parched grass proves that he is surrounded—yet no more in danger and no more effectually surrounded than he who trifles with the symptoms of kidney disease. And you reader, know whether or not you are a victim to its instidious encroachment. If your back aches, if your eyesight is falling, if your appetite is fickle, if your urine is not clear and of a pale straw color, do not hesitate on the prairie of danger, but fice to the nearest haven of safety, and resort to the only known cure for kidney and liver troubles. Warner's Safe Cure. It is a duty you owe, not only to yourself but to your family and society at large.

should be sent to Mr. COOLEY, care of JOHN V. FAR. WELL & CO., CHICAGO, ILL.

5 Nassau Street, New York,

28 State Street, Boston, Mass.

BANKERS AND BROKERS,

Steamboats.

A BOSTON, VIA FALL RIVER LINE Free FA. duced.—Steamers Plarim and Providence leave Pier 28. N. R. foet of Murray st. at 5 P. M. daily, Sudsy line did ded. Connection by Annex boat from Brooklyn at 4 50: Jersey City, 4 P. M. An orcheatra on each steamer.

CHANGE OF PIER for RONDOUT, KINGSTON, and Intermediate landings.—The steamer CITY OF KING-BION will leave Fire 46 foot of West 10th St., every Tuesday and Thursday at 4 P. M.; Saturday, 1 F. M.

RAMSDELL LINE-For Newburgh, Fishkill Corn-wall, Cold Spring, and West Point from Frankin st. pler. N. R., week days at 5 P. M.; Sunday, 9 A. M.

COMPAGNIE ORNERALE TRANSATLANTIQE
FRENCH LINE TO HAVRE
Company's pier 'new 42" North River foot of Mortonst
LA GASCOGNE, Santelli Sat. May 11, 1 30 P. M.
LA NGIMANDIE. De Kersabiec Sat. May 18, 7 A. M.
LA CHAMPAGNE Boyer Sat. May 18, 27 A. M.
A. FORGET, General Agent. 3 Bowling Green.

LA CHAMPAGNE BOYET

A FORGET, General Agent 3 Bowling Green.

I NMAN LINE U. S. AND ROYAL MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL

CITY OF PARIS

Wed. May 15, 5 P. M.

CITY OF CHILLAGO

Wed. May 22, 12 BOON

Cabin passage. Sto and upward: second cabin, outward second cabin, second cabin, outward second c

TYPE CABINETS presses and printers and engrave of materials woods at vanderscribed of variety manufactured by T. Q. SELLEW, 111 FULTON ST.

and society at large.

Delays are dangerous.

Had the traveller not been overtaken in the night,
and unarmed, the wolves would have had no terrors Loring pl. Indef, William D Feek to Catharine
R Appleton
198th at, a a 225 a Lincoln av, 225x100; exre
James Brown to Win Stursberg, 225x100; exre
James Brown to Win Stursberg, 225x100; exre
States Brown to Win Stursberg, 100x14x64x25x
41red Wasstaff, 100 M Brown ta at axra
oth av, a cor 7th at, 38x100; Rawin J Freeman, ref, to Win Bantin, 100x10 Farrick Farrey
to Jacques E Karelseth (100x10 Free Farrey
to Jacques E Karelseth (100x10 J Louis M Howland and wife to Win P Ryerron
11th st. na. 176x w 6th av, 40x103.5; Edward E G
Roberts to M Mahon and and
114th at na. 10x w 6th av, 40x100.11 John Feiser
to Cecilia Cassel.

Financial.

TO THE STOCKHOLDERS OF THE CHICAGO, BURLINGTON AND QUIN.
CY, THE CHICAGO, ROCK ISLAND
AND PACIFIC, AND THE CHICAGO, MILWAUKEE AND ST. PAUL BAIL-

Meyer to Joseph H Choate
Oliver st, 43; B A Kiein and wife to J Well and ano.
Ikid at, sa 233.4 7th av, 10,825.11; M Gessner to D S Clark.
Cliver st, 43; B A Kiein and wife to J Well and ano.
Ikid at, sa 233.4 7th av, 10,825.11; M Gessner to D S Clark.
Cliver st, 43; B A Kiein and wife to J Well and ano.
Ikid at, sa 233.4 7th av, 10,825.11; M Gessner to D S Clark.
Clark at a core Cannon st, 20x100; Simon Hing, 7th and wife et al to Otto T Frohwsin.
Canal at, 18; Jacob Keller and Martin Uhl and wifes to Louis Rubenstein.
Seld at a core of the formann to Chas Lowen 40,000
New Chambers at, 7th, and Koosevelt st, 78; Aug W Cruikshank and wife to Benedict A Klein.
25,500
Werth st, 104 Wm A Spencer and wife et al to Lorillard Spencer.
Madison av. c cor 23th st, 37.0278; Mary B Chamberlain to Chas E Strong and ano. trus.
Prescott av. s a 18x2 e Bolton Road, 75x105.38r x (100 m) Fredk U Potter and wife to Robert Schwalb.
This st, 205 West: James B Smith to Sarah M S Davis.
Bith st, sa, 212.7 e Greenwich lane, 20x76 4x21 x05x10; accomply at the core of James McGiffert to Henry W 11,000
Shi av. n s cor Std st, 57.0x100; Alexander W 11,000
Shi av. n s cor Std st, 57.0x100; Alexander W 21,000
Shi av. n s cor Std st, 57.0x100; Alexander W 21,000
Shi av. n s cor Std st, 57.0x100; Alexander W 21,000
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Shi av. n s cor Std st, 57.0x100; Alexander W 21,000
Shi av. n s cor Std st, 57.0x100; Alexander W 21,000
Shi av. n s cor Std st. 20x100
Shi av. n s cor Std of the present management and in the interest of a conservative policy.

On and after Saturday, May 11, O., B. and Q. proxies

POR SALE BY

Wolten, M. C., to M. Oppenheimer and ano, 110 W. 42d st, 9 yrs. \$3,100 to 4,000 RECORDED NORTOAUES.

Appleton, C. R., to A. J. Taylor, c. s. Broadway, plot. 1 yr.

Baker, Nicholas, to Harlem Savings Bank, n.s. 7. 1 yr Baker, Nicholas, to Harlem Savings Bank, ns 1 littlet, w Av A, 1 yr Calilwell, Elisha S, to H J Rudd, ns 30th st. w 5th av 1 yr De Leeuw, Sarah, to Union Dime Savings Inst.

H. K. ENOS & CO.,

UNITED STATES EXPRESS COMPANY

May 2, at 3 P. M., and reopened May 16. THEO, F. WOOD, Treasurer.

A -STONINGTON LINE-PARES REDUCED, Inside Parents for Boston S3. Providence, S2.25; Worcester, S2.51; Passengers have choice of three express trains; reclining chairs free of charge. Steamers MASSACHU-SETTS and RHODE ISLAND Leave New York from new Pier 33, N. R., one block above Canai st, daily except Sunday, at 5 P. M. The New York Transfer Co. will call for and check baggave from hotels and residences.

6,000

Same to Francis J Gasquet and ano, trustees, same prop 3 vrs.

Kareisen, Juliette M. to Patrick Farley, s. 92d

S. Sereisen, Juliette M. to Patrick Farley, s. 92d

S. Sereisen, Juliette M. to Patrick Farley, s. 92d

S. Sereisen, Juliette M. to Patrick Farley, s. 92d

Louden M. S. Sereisen, s. 121 Norfolks S. 37d

Landy, Kate J. and Louis A. to Theo Lane, et al.

1 a 2001 Agree M. S. Sereisen, s. 10000 A. JERGY BOATS, CITY OF TROY and SARATOGA

JEAGUPIET & N. R. (2d pler above Christopher al.).

daily, except Saturday, 6 P. M. Electric lights and bells
in rooms. Sunday steamer touches at Albany.

C. Hous leave for CATSKILL and way landings daily,
HUDSON and COXSACKIE TUESDAY. THURSDAY,
and SATTRIAY. All from foot of Jay al., NORTH
RIVER, at 6 P. M. 10,000

7,000

5,000 Tuesday and Thursday at 4 P. M.; Saturdays, 1 P. M.

LONG BRANCH, SEABRIGHT, FLEASURE BAY,
And BRANCHFORT, Steamer ELBERON, Capt. L.
FRICE, leaves New York, Franklin at, N. R., 9 A.M.dally,
except Sundays and Mondays. Freight received any bour.

NORWICH LINE—INSIDE ROUTE
for Boston, Worcester, and all points East.
Leave New York, Fier 40 (edd), North River, next
above Desbrosses at Ferry, at 5 P. M. dally, Sundays
excepted.

RONDOUT AND KINGSTON LINE and intermediate
rison at, N. R., Monday, Wednesday, Friday, 4 P. M.,
ROMER at TREMPER STEAMBOAT COMPANY. dustrial Savings Hank, n s leith st, e eth av, 1 year.

Rankin, Wm S. to Chas L Cornish, s e cor 76th st and 0th av 1 year.

Same to Mutual Life Ina Co. N Y. same property, 1 year.

Reynolds, Wm Mc. to Emilie J Murray, s s 133d st, w Lenox av, 8 mos.

Ryerson, Wm T, to Orphan Asylum Society, n s 5,000 Milledander, Wm and Wife, to Henry L Young.

Rithelander, Wm and on av, 3 yrs.

Rubenstein, Louis, its Ritchard Croker, Chamberlain, N Y City, 16, Canal st, 5 yrs.

Reynolds, Bridget M, and Hingh M, to Frederic J Middlebrook, n s Waverly places, e 6th av, 6 mos.

Smith, Frank E, and wife to Metropolitan Life Smith, Frank E, and wife to Metropolitan Life.

st. pier. N. R., week days at 5 P. M.; Sunday, F. A. M.
SHREWSBURY, LONG BRANCH, and intermediate
landinga.—SEA BIRD, Capt. H. B. Parker, leaves
New York, foot Franklin st., N. R., 3 P. M. daily, except
Friday and Sunday.

THE MONTAUK Steamboat Co., Limited.—For Orient,
by steamer SHELITER ISLAND, Capt. Gibbs, 5 P. M. Tussdaya. Thursdaya, Saturdaya. Pier 2K, E., ft Beekman st.

M. AINE S. S. LINE FOR FORTLAND, Cottage City,
Bar Harbor, Eastport, Bangor, all points East,
Pier 3R, E. R., Wednesday and Saturday. 5 P. M.

Shipping.

ANCHOR LINE.

Scanlon. Michael, to Peter Doeiger, 20 Watts at, 3 yrs.

The Rutters Presbyterian Church to Wm G Alcer, guardn, sweer of Boulevard and 73d at, 4 yrs.

Theiss, tiertrude and John to Abraham Steers, as 104th st, e Audubon av. 6 mos.

2,000 Watter St. Comment of Michael Comments of Michae NEW YORK AND LIVERPOOL.

SE CITY OF ROME, Wednesday, May 24, June 26, July 24, and every fourth Wednesday thereafter.

Saloon passage, Rot and upward: second class, Skit GLASGOW, VIA LONDONDERRY.

from Pier 4i, N. R., foot of Lerow st.

Circansia. May 11, 2 P. M. Anchoris. May 25, 3 P. M. Eithopia. May 11, 2 P. M. Anchoris. May 25, 3 P. M. Eithopia. May 11, 2 P. M. Anchoris. May 25, 3 P. M. Eithopia. May 11, 2 P. M. Anchoris. May 25, 3 P. M. Eithopia. May 11, 2 P. M. Anchoris. June 1, 7 A. M. Rates of passage to GLASGOW. LONDONDERRY, ST. LIVERPHOL: (abin, Sw) and Sw).

Travellers circular isliers of credit and drafts for any amount issued at lowest current rates.

HENDERSON BROTHERIES. Thowling Green, New York.

OFFICE OF THE DELAWARE AND HUDSON CANAL COMPANY.

The annual meeting of the stockholders of the Delaware and Hudson and to suppany will be held at the office of the company, corner of Cortlands and Church size. New York city, on TUESDAY, the 14th day of May next, for the election of managers, and for other business. The poils will open at 12 o'clock noon and remain open for one hour.

The transfer books will be closed from the evening of Saturday, April 13, until the meriting of Wednesday, May 13.

Ey order of the Board of Managers.

Ey order of the Board of Managers.

F. M. OLVPHANT, Secretary. at company's office on the per foot of Canal St. North
River.

State LINE between New York thasgow and Helfast
Ditarnet, with through thekels at reduced rates to
Liverpool, Loodon Dublin, ac.

HATE OF INDIANA. A Thursday, May 20, 2 F. M.
STATE OF FINNALY AND THURSDAY, May 20, 2 F. M.
STATE OF FINNALY AND THURSDAY, May 20, 2 F. M.
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STATE OF FINNALY AND THURSDAY, MAY 20, 2 F. M.
STATE OF THURSDAY OF STATE OF THE STATE O F. M. OLYPHANT, Secretary.

CT. JOSEPH AND GRAND ISLAND RAILROAD BY COMPANY.—The annual meeting of the stockholders of the fit Joseph and tirand Island Railroad Company, for the chuice of directors for the ensuing year and the transaction of any other business which may legally come before the meeting, will be held at the office of anid company in Elwood. Kan, on Tuesday, the 11th day of June next, at 10 o clock A. M.

The stock transfer books will be closed for this purpose on the 11th day of May and respected after the annual meeting.

ALEX. MILLAR, Secretary.

Boxion, May 8, 1889.

Brinting Material.

NEW YORK CENTRAL AND HUDSON RIVER

RALLROAD

GREAT FOUR-TRACK TRUNK LINE.

On and after May I trains leave

(GRAND CENTRAL) STATION.

Largest and finest passenger station in America.

19 A. M., Rochester and Montreal Express, grawingroom eart New York to Albany and Albany to Montreal,

19 A. M., FAMUUS. VESTIBULED NEW YORK,

CHICAGO, AND ST. LOUIS LINITED, composed esclusively of buffet stroking or, dining car, drawingroom and sleeping cars, for Albany, Utica, Straeuss,

Rochester, Huffalo, Eris, Clisveland, Toledo, Se. arriving at Chicago at 0.50 A. M.; Indianapoits, 11,83 A. M.;

N. Louis, 740 P. M. next day. Connects at Cleveland

with train for Columbus and Cincinnat.

Elegant compartment sleeping cars are nown rear
tices of the compartment sleeping cars are nown rear
Chicago; drawing-room cars to Canandaigus and

Rochester.

11 1130 A. M., Western New York and Nerthern Express

Zuilronds.

Elegant compartmentsleeping cars are now in services. 110.30 A.M., Chicago Express for Nagara Falla, Toronto, Cleveland, Chocimani, Indianapolis, Detroit, and Chicago: drawing-room cars to Cuandalqua and Rochester.

111.100 A.M., Western New York and Northern Express for Saratoga, Lake George, Rutland, Bennington, North Adams, Ac. Drawing-room cars to Tray.

120.100 A.M., Western New York and Northern Express for Saratoga, Lake George, Rutland, Bennington, North Adams, Ac. Drawing-room cars to Tray.

120.100 A.M., Western New York and Northern Express for Magara Adams, Ac. Drawing-room cars to Tray.

120.100 A.M., Western New York and Northern Magara Adams, Ac. Drawing-room cars to Tray.

120.100 A.M., Western New York and Northern Magara Adams, Ac. Drawing-room of the Northern Magara Adams, and Intermediate points on Fischburg & R.M.

120.100 A.M., Past Chicago, Cincinnati and St. Louis Express for Niagara Fails, Buffalo, Espension Bridga, Toronto, Cleveland, Cincinnati, Indianapolis, St. Louis Detroit, and Chicago, with vestibuled and steam-heated sleeping and dining cars.

120.101 P. M., Montreal and Canandalgna Express.

120.101 P. M., Fast Unday.

120.101 P. M., Special Mall, Limited, arrives at Rochester Trained and adirus daily except Sunday.

120.101 P. M., Fast Night Express for Rochester, Emfala, Niagara Fails. Toronto, Cleveland, Cincinnati, Indianapolis, St. Louis, Detroit, and Chicago, with sleeping cars. Steeping cars to Wateriown. Via Utica, daily, except Sunday, and US Montghit for Saratoga, Whitehall, and Rutland. No. 120.101 P. M., Fast Unday, Without St. Louis, Detroit, and Chicago, with sleeping cars. Steeping cars to Wateriown. Via Utica, daily, except Sunday, and US Montghit for Saratoga, Whitehall, and Rutland. No. 120.101 P. M., Fast Line, P. M., Northern M. 120.101 P. M., Steph M. Lawren Drawing-Room Cars. leaves Grand Wester St. 120.101 P

Through Pariotor Steeping Cars by each train.

C. T. HEMPSTRAD, Genil Pass. Agent.

DENNSYLVANIA RAILROAD.

On and after Jan. 23, 1899.

GREAT TRUNK LINE.

AND UNITED STATES MAIL ROUTE.

Trains leave New York, via Desbrosses and Cortlands streets terries as follows.

Barrisburg. Pittsburgh, and the West, with Pullman palace series at sollows.

Barrisburg. Pittsburgh, and the West, with Pullman palace series at sollows.

Barrisburg. Pittsburgh and the Mest, with Pullman palace series at the series.

Barrisburg. Pittsburgh and the West, with Pullman palace series at the series.

Barrisburg. Pittsburgh and the June of the series of the serie

dation, 7 P. M.

Trains leaving New York daily, except Sunday, at 8, 8, and 1: 10 A. M. 12:30, 1, 2, 4, 5 H.P. M., and 10 A. M. and 6 P. M. on Sundays connect at Trenton for Cambridge Conflows. No. 1, 433, 849, and 944 Broadway, 1 Astor House, and foot of Desbrosses and Cortlands etc., 1 Acourt st., and Broadkyn Annes station, foot of Police at., Broaklyn: 75 Hudson at., Hoboken; station, Jersey City; emigrant ticket office. Castie Garden.

The New York Transfer Company will call for and check bagsage from hotels and residences. CHARLES E. PUGH.

General Manager.

General Fass'r Agent.

NEW LINE TO WASHINGTON & BALTIMORE CENTRAL R. R. of NEW JERSEY,
PHILA. & READING R. R.,
and HALTIMORE & OHIO R. R.,
Solid Trains - No Transfers No Extra Fare for Fast Time.
PULLMAN CAR SERVICE ON ALL TRAINS.

SCHEDULE IN EFFECT MAY 12.

Trains leave station Central Railroad of New Jersey, foot Linerty st., North River.

For Washington, Baltimore, Wilmington, and Chester, 130 A. M. 11:00 A. M.; 12:00 3:15, 5:00 P. M.; 12:00 night. SUNDAYS, 8:30 A. M.; 1:30, 2:30, 3:15, 5:00 F. M.; 12:00 night. f.: 12:00 night. For Philadelphia at 4:02, 7:45, 8:30, 9:30, 11:00 A. M.; 30, 2:30, 3:15, 4:00, 5:00, 5:30, 7:30 P. M.; 12:00 night. UNDAYS, 8:30, 9:30 A. M.; 1:30, 2:30, 8:15, 5:00, 6:30 P. M., 1230 night.
Tickets and Farlor our seats can be procured at 21. 71.
Tickets and Farlor our seats can be procured at 21. 71.
201, 110, 244, 1,140, 1,323 Broadway, 737 76th av., 234 West
125th st., 128 Broadway, Broadway, 1707 14. Court at, 850
Fulton at, 128 Broadway, Broadway, 1707 14. Court at, 850
Englago from hotel or residence.

New York Transfer Company will call for and check baggage from botel or residence.

FOR PHILADELPHIA AND TRENTON.

HOUND BROOK ROUTE.

Time table of March 10, 1989.

SHORTENT AND QUICKEST ROUTE FOR PHILADELPHIA BALTIMORE, AND WASHINGTON, VIA CENTRAL RAILROAD OF NEW JERSEY, PHILADELPHIA AND READING RAILROAD.

BALTIMORE AND OHIO RAILROAD.

Leave New York foot of Liberty st.

For PHILADELPHIA at 4, 7-48, 830, 830, 11 A. M.; 130, 230, 810, 446, 530, 730, 12 P. M.; Bundaya, 830, 930, AM.; 150, 230, 446, 830, 12 P. M.; Bundaya, 840, 930, AM.; 150, 230, 446, 830, 12 P. M.; Bundaya, 840, 13 P. M.; Bundaya, 840, 13 P. M.; Bundaya, 840, 13 P. M.; Bundaya, 840, 11 P. M.; Bundaya,

Baltimore & Ohio R. R. FAST EXPLOSE Trains via PHILADELPHIA, to BALTIMORE, WASHINGTON, CINCINNATI, ST. LOUIS, AND CHICAGO.

ULLMAN CAR SERVICE ON ALL TRAINS, PULLMAN CAR SERFICE ON ALL TRAINS,
Leave NEW YURK, foot of Liberty at, as follows:
For CHICLAGO, 8.15 P. M. 127-90 Midnight,
For CINCINNATI and ST. LOUIS, 8.39 A. M. 5.50 P. M.
For WASHINGTON, BALTIMORE, WILLIMINITON, and
CHESTER, 8.30 A. M., 12.00 Midnight,
Bunday, 8.30 A. M., 12.00 Midnight,
Bunday, 8.30 A. M., 12.00 Midnight,
Ticket, Onices, 21, 20, 41A, and 1,140 Broadway, or as
sisting foot of Liberty street.

Sew York Transfer Company will call for and check
baggage from hotel or residence.

CHAS. 9. SCULL,
Gen'l Passenger Agent.

TICKET OFFICES, 401, 317, 718, and 601 Broadway, 10016 Bowery, 1 Battery place. Chambers St. and 252 Bt. Ferries. Brooklyn: 107 Broadway, Whitame-place. Chembers and Andrew Williame-place and St. Broadway, Whitame-place and Foreign Car Reservations and orders for Check ing and transfer of Dangage can be obtained Express from Chambers at. Ba. M. 10:381 A. M. on Sundays, Day Express, Duffed Grawing room coacles to Hurslo. United "a solid Grawing room coacles to Hurslo Mayor. Elimina Hornellsville, and Corning.

5.1. M. daily. "Chicaco and St. Louis Limited." a solid Pullman train of day and haftet sleening coacles to Binghandor. Thereo, Chicanast, and St. Louis. No extra Chicaco Express. Pullman buffet sleening coacles to Binghandor. Overgo, Emira. Bochester. Hurslo. Chicaco Express. Pullman buffet sleening coacles to Binghandor. Overgo, Emira. Bochester. Hurslo. Chicaco Express.

For local trains see time tables in ticket offices. W. J. MURPHY.

Tost and found.

OST—On evening of May 0, in the neighborhood of Arch at. Tith and with ava. a large with invitable Albiticas 2.0, containing meney, bank reveipts At. And the reward with be given on return of same times a substantial and the second of the s

Lost-Friday afternoon between 5 and 6, on 67th st.
near 5th av., two black livery mackintosh coata
fortable reward will be paid by returning same to 16
East 57th at

PRINTERS AND COMPOSITORS —A suitable reward will be paid for information where the 4-pags circular was printed title. How the Continental Readers Resume the Universal Feeders, More cast off plates impused on Catholius. —Keny's Penders. Answers shall be treated strictly confidential. Address T. KELLY, personal, 338 and less Broome at. Office Furniture.

gructure has been performed by the com-sors carpenters and builders. Otto Botener, the architect of the road, designed the senger station. It consists of a series of didings, parallel to the river and consted by archways. The one nearest the

trains is practically a shed, open to the washer, with bangage, express, and telegraph washer, with bangage, express, and telegraph office at either end, and above them large from for the conductors and for the railroad mach of the young Men's Christian Association. This building is 112 by 58 feet. A wide flow, the bangage was the burpassener waiting room, which is his tree second building. This structure is 125 testing and as feet wide, and it is the largest et the time. There are four rooms in the cortet the time. There are four rooms in the cortet the time of these is a smoking room, and the three. There are four rooms in the coret being and the three are four rooms in the corger partitioned off from the main waiting
see partitioned off from the main waiting
see partitioned off from the main waiting
coler the ladies' room, the third a ticket office,
obeying the ladies' room, the third a ticket office,
obeying the ladies' room, the third at least of the fourth and the north and the north eastern
site affords an entrance to the ferry waiting
room. This room is 110 by 40 test. There are
tone on the south end, through which the
third as passengers enter the room, and
does at the north end through which they
does the ferry.

nilrods passengers enter the room, and door at the north end through which they reach the ferry. The panelling on the interior of the three buildings is an antique/wak, and the walls are in limit-colored woods, hand finished. The building inthest to the west is surmounted by building inthest to the west is surmounted by two paragers, the one fronting Holoken being is feat above the ground. The colors used on the outside are shades of terra cotta.

The lig train shed will also be a series of three structures, and it will cover part of the ground now occurried by the antique freigh house, where Superintendent Reasoner has his office. The freight house will be torn down and engine noise, half a mile away. A new freight house about 40 feet long and 60 feet wild will be creded on the line of Ferry street, estending west ward from the intersection of ludson street. This will enable trucks to load and unload from the street. About half of the building will be two stores high, and on the second floor will be the offices of the Superintendent and other operating officials.

In the aut of the Boston, Concord and Mon-

In the suit of the Roston, Concord and Mon-In the suit of the Boston, Concord and Montreal Eathroad Company, yes, the Boston and Maine Ballroad Company, brought by the directors of the former road to recover possession of their line, leased to the Boston and Maine Company, the following order was reached by the Supreme Court and entered upon the records on Tuesday: "Judgment for plaintiffs, with of possession in thirty days, unless otherwise ordered." This is the decision of the majority of the court, Judges Bingham, Allen, and Endated dissenting. This decision is considered a decisive victory for the Concord road er the Boston and Maine Company, and it means that the former will control the Merrimas Valley system of roads.

Work on the Inter-Oceanic Railroad in Mexicols progressing rapidly, and the road will be faished to Vera Cruz and Matisac in less than a year. The Director-General, Deifin Sanchez, reports that the work is being prosecuted along the entire line: that there is enough construction material on the ground, and that ears and locomotives have been ordered. The Central Railroad branch from Arnas Calientes to San Luis Potesi will be finished this month. The National Railroad has been vindicated in the Government investigation. The Mexican liailroad is improving its rolling stock. Malcolm A. McDonald, son of Senator Joseph

Work on the Inter-Oceanic Railroad in Mex-

McDonald of Indiana, and general manager of the Cairc and Vincennes Raliroad, has become general manager of the Pittsburgh and West-ern Raliway at a salary of \$12,000 per year. The Cairo, Vincennes and Chicago will go into the "Big Four" combination on June 1. "Big Four" combination on June 1.

Abill in equity has been filed in the Prothostary's office in Easton. Pa., by the Harrisborg and New England Railroad Company to restrain the Penn-yivania, Poughkeepsie and Boston Railroad Company from using lands suvered and to be used by the former company in Northampton county. The plaintiffs caim that they were organized on Nov. 5, 1886; perchased the rights and franchises of the Susunehanna and Delaware River Railroad Company, by which purchase they acquired the rabia franchises, and property of the Penn-yivania and New England Railroad Company, who in like manner acquired all the rights symals and New England Railroad Company, who is like manner acquired all the rights and Iranchises of the Pennsylvania, Pough-iessis and New England Railroad Company; that the object is to construct the railroad from Harri-burg to Portland, on the Delaware Burg: that they have surveyed a route through Bauphin, Lebanon, Berks, Lehigh, and North-

lear: that they have surveyed a route through bandin, tebanon. Berks, Lehigh, and Northsupton counties, upon which much grading his best done, and within the last nine months have surveyed, relocated, and prepared for cotracts on that portion of said railroad rounds through Northampton county; that he desentants claim to have the right to contract a railroad from a point at or near latington, in the county of Lehigh, through the wanty of Northampton to Fortland, and have been work on its construction at Portland, and have learn work on its construction at Portland, and have learn work on its construction at Portland and a sodoing have enerosched and trespassed two tho rights of the plaintiffs, the route of strey being almost identical. The document fixed may f. Forest Ballton, the President, and have the right with a particular the production and is small by a for the properties of the call and slate reconst of the Lehigh Valley, and the defendant apparent has begun work in carnest, after a ensiderable lause of time and loss of opportunities through various suits and Sheriff's Mesenzaged in by the companies whose franchises the plaintiff company has purchased and causto be working under. The suit is one of the most important yet arising over the constitution of this link between Ponnsylvania ad New England.

Abovel way of defrauding a railroad comsan has just been discovered by Conductor
failtreaf the New York, Lake Erie and Westen liairoad. He did not like the looks of the
commutation ticket of a youth who lived in
lidgewood and an examination showed that
wanty-one disce that had been punched out
by the conductor had been plugged and repanched, that is to say, had been travelled on
size. The young man had in each case picked
he the pice of card dropped from the conducters punch and neathy replaced it. The ticket
was taken up by dixxer, and it is reported that
the Eric Commany has sont in a claim for fares
of which they have been defrauded to the
loy's father, and also notified their agents to
sell him no more commutation tickets.

Heads of departments on the Boston and

Heads of departments on the Boston and sains liairoad have been ordered to allow no war on Sundays, except such as is required to rus he regularly advertised trains or to make spairs rendered necessary by accidents oc-curring on Saturday night or Sunday

W. M. Phillips. Superintendent of the Lewis-town division of the Pennsylvania road, has re-sized that place, and he will be superseded by Eolert L. Heilliday, formerly Superinten-cate of the Bedford division. W. Heyward lyers has been appointed to take Mr. Holli-day's place on the Bedford road. day's place on the Bedford road.

A public meeting was hold at West Chester, Pa., a few days ago to revive interest in the projected belaware and Lancaster road, which was started eighteen years ago. Mr. Crane President of the road, sand that the New York Construction Company and the Seventh National lank of New York were willing to construct the Company and the Seventh National lank of New York were willing to construct the road and put on rolling stock from alls of French Creek to Phoenixville if \$50,000 war alsed to pay for the right of way. The Phoenic French Creek to Phoenixville if \$50,000 war alsed to pay for the right of way through last land, and a committee of mineteen has sen appointed to go ever the route and ascertial bow dany more persons will grant the sen appointed to go ever the route and ascertial bow dany more persons will grant the sense privileges, and the committee has also see delectated to get subscriptions to pay for adding must be surchased. The road must be failt in six months.

The extension of the Northern Maryland Paironal from line fiddle Sammit to Gettysbury will be opened for travel on May 20.

Is 1832 the Morris Canal, then one of the stage of the Morris Canal, then one of the stage of the pairons was opened of the pairons were proposed to the pairons which the proposed to the pairons was proposed to the pairons which the proposed to the pairons was proposed to the pai

as 1832 the Morris Canal, then one of the Statest work of vii engineering, was sprened of business between Phillipsburg, N.A., and streng ity. It enhanced the prosperity of the stating through which it runs largely and about the prosperity of the stating through which it runs largely and which are the prosperity of the stating through the prosperity of the state of New Jersey the canal continued to possess and length the canal continued to being, it reased sinally into the hands of all the prosperity of the state of the prosperity desired the state of the prosperity of the prosperity desired the state of the prosperity desired the prosperity desired the state of the prosperity desired the prosperity of th

sted did not ; ay its running expenses. The Pennsylvania Raliroad Company's Sun-ler, Hazleton and Wilkesbarre Raliroad is short to assume new importance in the gen-lar stem of the great trunk line. It extends

THE RAILROADS.

INFORMATION FROM ALL QUARTERS.
The Fire New Station of the Delaware, the Fire New Station of the Delaware, the fire New Preight House to be Built, token-A new

provided with as thorough a system of electric lighting as the proudest city can boast.

The Supreme Court of Florida has rendered a decision of vital importance to the public and to railroad corporations. The Board of Railroad Commissioners in 1857 fixed the rates for the Pensacola and Atlantic Railroad Company, which the cemisary asserted were too low to enable it to earn enough revenue to pay its operating expenses, and refused to adopt the rates fixed by the Commission. The State of Florida, at the instance of the Commission, brought suit against the railroad to recover the pensities provided by statute and obtained judgments in the lower court for several thousand dollars. The railroad company appealed, and the Supreme Court now reverses the judgment of the lower court, holding that a reduction by the Legislature or Commission of the rates of a railroad to a point too low to permit it to earn operating expenses is a deprivation of property without due process of law and without just compensation, and is confiscation and in conflict with the State and Federal Constitutions. This is the first decision of the kind by a court of last resort.

The Baltimere Mercantile Trust Company has become the trustee of a mortgage for \$4,100,000 of the Savannah, Americus and Montgomery Railroad Company, better known as Col. Hawkins's railroad. The road is to run between Savannah and Montgomery, Ala. The bonds are for thirty years, at 6 per cent, interest, and the mortgage is for \$12,000 a mile. The mortgage is being recorded in the counties along the line.

April 10 the Inter-State Commerce Commission heard the complaint of William Heard,

April 10 the Inter-State Commerce Commis-

April 10 the Inter-State Commerce Commission heard the complaint of William Heard, colored, versus the Georgia Italizoad Company. The charges involved in the complaint were that in travelling over the defendant's road from Augusta to Atlanta the petitioner was compelled to accept second-class accommodations being obliged to occupy a compartment car, although he had purchased a ticket which guaranteed him first-class accommodations. The Commission, in an opinion by Mr. Bragg. Holds as Itolows:

First-it is a lawful duty that a carrier, like the defendant, owes to the travelling public in carrying out is rule of furnishing separate cars to white and co-ored passencers on its line engaged in inter-State travel, to make them equal in comforts, accommodation and equipment without any discrimination.

Second-It is a lawful duty that a carrier, like the defendant, owes to the travelling public engaged in inter-State travel over its line, to afford the equal protection of the law alike to all such passengers. Without regard to race color, or sex against undue prejudice and dialwantage from disorderly conduct on the part of other production of the law alike to all such passengers. Without regard to race color, or sex against undue prejudice and dialwantage from disorderly conduct on the part of other production of the facts in this proceeding, held that the defendant violated the law in each of the foregoing respects as against petitioner.

defendant violated the law in each of the foregoing respects as against petitioner.

The Eric Railroad Company has refused terminal facilities in Port Jervis to the Port Jervis. New York and Monticello Railroad Company from this date. This compels passengers for points on the Monticello Railroad to stage from one station to the other in that village. The new railroad is securing a fair share of freights from New York and from the West.

The Connecticut House yesterday passed a grade-crossing bill which places all the cost of making such changes upon the railroad. The Maine Central began grading at Faby-an's yesterday, for the extension of its track from Fabvan's to Scott's, a distance of nineteen miles, where it will make connection with the Eoston and Maine's Vermont system of roads, This is the result of the adverse decision of the Supreme Court relative to the lease of the Bos-ton, Concord and Montreal. The grading was begun midway between the White Mountain House and Fabyan's, with a small force.

House and Fabyan's, with a small force.

It is given out that two steam shovels will be put on the line next week and as soon as possible a force of not less than a thousand men, with a view to getting the work well advanced before the expiration of the charter. An extension of the time for building under it is to be asked of the next Legislature. The new line will run parallel to the present road a distance of five miles, as far west as the Twin Mountain House, where it will bear to the north and make a short cut to Scott's through the village of Whitelield. This will also make a short in between Jefferson and Fabyan's, a great help to the summer business going to that place.

new directors will meet on Monday and The Delaware and Hudson Canal Company, The Delaware and Hudson Canal Company, which controls over 700 miles of railroad lines between Wilkesbarre and Rouse's Point and liutland, has fallen in with the Sunday rest movement. An order just issued by the company directs that "no treight will be hereafter received from or delivered to any connecting railroad between the hours of 6 A. M. on Sunday and 6 A. M. on Monday. Neither will any freight excepting live stock or perishable property, be moved between those hours."

FINANCIAL AND COMMERCIAL.

New York Stock Exchange-Sales May 10.

20 U. D. 48. C	A Company of the Comp
CLOSING PRICES OF W	WITHD STATES BONDS.
Bid. Asked.	
U. R. 6168 T 10054 10754	IT C 1001 101
U. S. 4148, C 1074 10612	U. B. 64, 1864124 —
U. E. 40, 7 12912 12912	U. R. CR. 189712716 -
U. S. 4s. c 12954 12954	U. S. Co. 1898180 -
TOTAL STREET,	U. B. Co. 1990 19256 -
BAILBOAD AND OTHER	
4 Atl. 4 Pac. 1st 79%	8 N. J. Cent. 1st 104
1 7814	4 N. Y. & Nor. 2ds 54%
1 79	.7 5414
13 Alb. 4 Sus. cn. 6s 1244-	10
10 Atl. & Dany, 1st 9535	1 N. W. a. f. 5a 11016
3 Brooklyn Kl. lat 11/39 1 Balt. & O. cn 108	5 N. W. gold c
5 Bur. C. R. & N. Int. 100	10 N.Y. O. A W. 18t. 112
1 9014	1 N. J. Junction 1st. 105
44 Beech Creek Ist 98	10 Or. B. & N. cn. 5s. 10546
10 Chs. 4 O. cn. 5s 9736	11 Ohio 80. in 4756
7 9716	10
7 2 Ch. & O. S. W. m.	1 Or. & T. C. lat 10454
20 8 20	1104
10 C., B. & O. deb. 5s., 10334	5 timbe
2 Can. So. 1st	2 Pitts., P. & F. lat., 100
1 Can. So. 2d 92	1 1956
1 Cen. R. R. & B. Co.	4 Phila. Co. 1st 10414
1 Cen. R. R. & B. Co.	I Pac. of Mo. 1st 4s., 10154
of Ga. g in103	6 Pa. 4366. C 10054
5 Cot. Coal on	6 Pitta. & W. 1st 8034
20 C. G. L. &C. On 1st 8414	4 Onincy & Tol. 1st., 10846
5	2 Rh. & W. P. T. 08 . 1014
6	7
10 16	20 Rock Ist. da 135
10 Del A II. 94	5 Rock Int. ex. 56 10744
78 D. A Rio G. W. let as.	3
T. B 8844	12 Rh. & Dnv. be 19:34
7	10 10454
10	5 1954
15 Dur. S. S. & Att. 5a 8046	5 Rb. & D. deb 104
15 Dur.8.8.4 Att.5a 8016 45 96	25 Reading gut 48 #14
2 Filt. & B.S. let 103	43
2 Erie F 5a 9436	10 Keading lat pf.inc. 62
1 Erie cn. 1st 140	12 personal 18 personal 6136
14 Erie con, 2d 1004	7 Reading 2d uf. inc. 6736
70 10654	15 67
2 E. Tenn. be 10654	5
O Ft. Worth lat 1904	2 Reading 3d pr. inc. 5414
1th facile	6.12

POSTON CLOSING QUOTATIONS.

FRIDAY, May 10. tach a good deal of importance to conditions, and it is impossible to ignore the fact that the Atchison Company is responsible for many hundred miles of unprofitable road. In all probability a large proportion of its system will not be entirely self-sustaining for a number of years to come. In the circumstances it seems exceedingly desirable, if the formal solvency of the Atchison Company is to be preserved, that the fixed charges upon the unprofitable parts of the system should be reduced or par-Jersey Central Bailroad was held in Jersey City yesterday. Austin Corbin's ticket was the only one in the field. The directors chosen were Austin Corbin, Charles L. Lanier. Harris C. Fahnestock, J. Rogers Maxwell, James A. Garland, George F. Baker, Edward D. Adams, Henry Graves, and Henry W. Maxwell. The tially funded for a number of years. To bring its views as to the value of Atchison stock. and that the success of such a pian will stimulate a better demand for it than has existed

New York Markets,

FRIDAY, May 10.—FLOUR AND MEAL—The market was less active, owing in part to the hot waster was less active, owing in part to the hot waster be prices dropped sharply under a very disappointing spoor for his proof where the statistical position seemed not his proof where the statistical position seemed not his page to deal of the was not arrested until August towers, and the decline was not arrested until August towers, and the decline was not arrested until August towers, and the decline was not arrested until August towers, and the decline was not seemed until August towers and sungrish, many bulls coming to the conclusion that actual searchy (not the anticipation of it) can only be relied upon to advance orices again. The interfor movement shows that deliveries from plantations this week are only about 4,600 baies. Only on the spot was 1-1c, lower, with a moderate business for home consumption; midding uplands, 11c; 10ffs, 11sq. Receipta at the ports this day, 3,450 baies. The following are the closing prices bid for futures, with sales aggregating 191,800 baies:

May. 10,52c, august 10,65c, November, 9,77c, June 10,55c, loctober, 8,75c, Juny 10,65c, November, 9,77c, Juny 10,65c, October, 8,51c, January, 8,77c, Juny 10,65c, October, 8,51c, January, 8,77c, Juny 10,65c, November, 9,77c, Juny 10,65c, November, 9,77c,

5. to 104%; Pittsburgh and Western lats, 4 we cent., to 87.

In bank stocks 10 shares Merchants' Exchange sold at 115, and 20 shares Western National at 96.

Money on call, 2 weent. Time money easier at 2% weent for sixty days, 3 weent for four months, and 3% weent for eight months, Commercial paper in good demand, but the offerings are light, Quotations are 4044; we cent for prime double name and 4505 weent for best single name.

Sterling exchange quiet, Posted asking rates, \$4.88 for long bills and \$4.835043430 for demand. Actual rates are \$4.87494.875 for 60. day bills and \$4.885044.90 for sight drafts. An engagement of \$500,000 gold for export was reported.

To-day's offers to sall United States have engagement of \$500,000 gold for export was reported.

To-day's offers to sell United States bonds to the Government aggregated \$489,800, of which \$10,000 were registered at 129 flat and \$300 at 129 ex interest; coupon 4 % \$5,000 at 108 flat, and registered. \$374,000 at 108 flat, and \$150,000 at 106% ex interest. All, excent the \$500 of 4s at 129 ex interest, were accepted.

The Oregon Improvement Company reports gross earnings for March of \$524,577, a decrease of \$121,806 as company with the same month of last year, and net, \$37,711, a decrease of \$29,341.

The statement of the New York Central and Hudson River Railroad Company and leased lines for the quarter ending March 31 shows: Operating expenses were 6847 B cent. of gross earnings, against 71.16 F cent. last year, and the net profit equal to 64 F cent. on the stock, against 44 F cent. last year, for six months expine march 31. Surplus. \$10,503 \$202,197
Operating expenses were \$6.663 P cent, of gross carnings, against 67.53 P cent, last year, and the profits were equal to 2.02 P cent, on the stock, against 2.22 P cent, last year. The gross carnings of the company for April were \$2.742.372, against \$2.748.777 last year, a decrease of \$6.405.

The gross carnings of the Memphis and Charleston Railroad for April were \$10,471, a decrease of \$10,495 as compared with the same month last year, and of the Denver and Itio Grande Western Railroad \$105,650, an increase of \$9,525.

RAILROAD AND OTHER SHARES

of \$9,525.

The present management of the Oregon Railway and Navigation Company, through its President, Elijah Smith, asks for proxies to be used at the annual meeting on June 17. This action will naturally be construed as indicating that the large individual holders of Oregon Railway and Navigation stock hope to be able to control the Oregon and Transcontinental Company, presumably in connection with the Union Pacific interest in that company. Such an alliance between the stockholders of companies that sustain the relationship of lesses and lessor seems to be entirely proper and for the best interests of both.

The Dawar Tayes and Fort Worth Railrand Phil. & R. 3d pt. 5294 53 Pennsylvania. 52 524

LATEST LORION COUNTRIES. 32 524

Atlantic & GL. W. 1st. 3154 Louisville & Nashville. 6694
Atlantic & GL. W. 2d. 554 N. T. Central. 10994
Canadian Pacific. 5754 Northern Facific pt. 6444
Etic common. 2544 Pennsylvania. 2244
Etic common. 2544 Reading. 2544
Etic common. 2544 Reading. 2544
Nineas & Texas. 1254 Union Pacific. 6554
Lake Shore. 10644 Wabash pt. 259 the best interests of both.

The Denver, Texas, and Fort Worth Railroad Company has contracted for the transportation of 100,000 head of cattle from Texas to Dakota. The entire freight equirment of the road, so far as it can be utilized for the purpose, will be used in carrying out this contract. The local officers of the company report that the season in Texas is at least a month in advance of provious years, and the outlook for the crops was never more promising.

Treasury balances compare as follows: the Atchison Company does not seem to have entirely dispelled anxiety as to the future of that unnecessarily expanded property. Cer-tainly the prestige of Messrs, Kidder, Peabody & Co. and their foreign associates does not seem to have made much impression upon the professional depreciators of railroad properties. They, like a good many other people, at-

its views as to the value of Atchison stock, and that the success of such a pian will stimulate a better demand for it than has existed since the company offered it to its stockholders and the public at par.

The large dealings in Atchison left it 15 % cent. lower than yesterday. That decline, however, was exceptional, the only one of similar magnitude being in Richmond Terminal common. The average decline was less than 5 % cent. The strength of the market consisted chiefly in the reluctance of holders of stocks to part with them. In other words, the selling was almost entirely for short account. A few stocks were positively strong, notably Chicago Gas Trusts, in which there was more doing than for some time; Oregon Transcontinental, the demand for which for election purposes seems to be on the increase, and in the specialities, Chicago and Eastern Illinois preferred, and Wheeling and Lake Erle preferred. The selling of Richmond Terminal common is doubtless the outcome of the inharmonious relations that exist between certain factions in the management.

A good deal of misinformation is current about the impending contest for control of the Oregon Transcontinental Company, and as usual the Northern Pacific view of it that has been put in circulation by the Philadelphia interest in that property is misleading. The Northern Pacific Company has a good deal at stake in the matter, all reports to the contrary notwithstanding. The best information obtainable is that Mr. Villard and the Wisconsin Central interest in the Northern Pacific Board made an alliance some time ago by which Mr. Villard and his associates in the Northern Pacific Board made an alliance some time ago by which Mr. Villard and his associates in the Northern Pacific and the Wisconsin Central companies, and the Wisconsin Central interest which implies a certain amount of support from an influential element in the Standard Oii Company, is to cooperate with Mr. Villard in his efforts to dout of the force of the stock of the stock of the oregon Transcont

I Houseanne 28
I H. Ast. Jo. Chem. 127
I H. Ast. Jo. C

July 10.556. September 10.000 December. 5.70c. July 10.566. October. 8.870c January. 5.70c. July 10.566. October. 8.870c July 10.570c. July 10.570c

THE STANDARD GAS LIGHT COMPANY OF THE CITY OF NEW YORK. 2 fordands M., New York. May "1 led - A quarterly dividend of one per cent has this day been declared on the preferred stock of this company, payable on the first day of June next, to the sinch minisers of record at the close of business hours on the 25th linet.

Transfer books will be closed from 3 P. M., May 25, to 10 A. M., June 2 FERDINAND MAYEGE S.